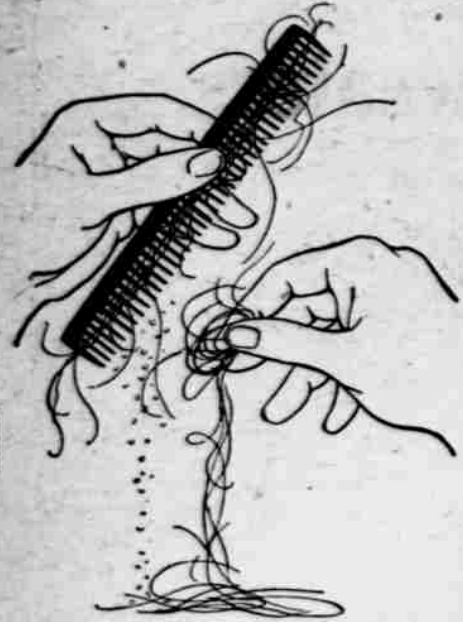


## A SIN TO LET HAIR FALL OUT

35c "Danderine" Saves Your  
Hair—Ends Dandruff!  
Delightful Tonic



Hurry! It's your duty! Each day you see a little more hair falling out and you are making no effort to avoid baldness. What a pity. Falling hair means your hair is weak, sick, possibly dandruff is strangling it, or the hair root pores in the scalp are not firm and tight, thus wasting the hair-growing oils. Danderine almost instantly stops falling hair of men or women and cleans every particle of dandruff away, then the hair takes on new life, vigor and strength to grow strong, thick, and long. Danderine is delightful—not sticky or greasy. Go to any drugstore now and get a bottle. Use it. Have healthy, heavy, beautiful hair and lots of it.

### LAST TO ADOPT PENSION

Kentucky was the last State to adopt a pension for indigent Confederate veterans, which it did at the session of the Legislature held in 1912. Although recognition was belated, the State has in the intervening time paid out several million dollars to needy wearers of the Gray and their widows.

The last Legislature raised the monthly stipend from \$10 to \$12, but the act was nullified by Executive disapproval. At the time the original act was passed many Confederate veterans resisted the pension movement, and had not the late James B. McCreary, himself a Confederate soldier, been Governor at the time, it is doubtful if the pension law would have become effective.

The State pension has been a god-send to many of the veterans and their widows in their declining days, and this drain on the treasury has never evoked criticism from any source other than from some Confederates who dislike the idea of their comrades being put in the attitude of dependents on the bounty of the State.

The State Senate was the scene of a touching incident when the Confederate Pension Bill was up for passage. The late Senator J. M. Biggerstaff, of Warren county, a Republican and Union veteran, then enfeebled by bodily ailments, pathetically deplored the tardy recognition of a State obligation in caring for its Confederate soldiers in their last days, and he appealed to his colleagues that not a dissenting vote be cast against the pension measure.

### ADDING MACHINE ROLLS CHEAP

We have in stock for the convenience of users of adding machines, a big stock of paper rolls. These rolls are made of the best bond paper and are absolutely free from lint. You can buy from one to a case. Let us have a trial order.

(31-ft) THE BOURBON NEWS.

**When you feel discouraged, nervous, tired, worried or despondent it is a sure sign you need MOTT'S NERVE PILLS.** They renew the normal vigor and make life worth living. Be sure and ask for Mott's Nerve Pills. Price \$1.00 by drugists. WILLIAMS MFG. CO. Prop., Cleveland, O.

For Sale By  
OBERDORFER, THE DRUGGIST

## Dr. Waddell's Pile Remedy

Don't Suffer—Don't be Operated  
until you have tried Dr. Waddell's  
Pile Remedy. Absolutely harmless. Guaranteed to give absolute satisfaction or money refunded. \$1.50 per bottle at your  
druggist—If not write us.



## ASK PEDESTRIANS TO KEEP TO LEFT

Strollers on Country Roads Urged  
to Face Oncoming Traffic  
in Rambles.

### PERILS OF NIGHT ARE BARED

Dark Clothing Often Shuts Man on  
Street From Gaze of Driver in Au-  
tomobile—International Road  
Congress to Meet.

New York.—Pedestrians along country roads and those who walk in the streets at night in preference to using the sidewalks can contribute materially toward the reduction of automobile accidents by walking on the left side of the road, facing oncoming traffic, according to D. H. Lewis, acting executive chairman of the American Automobile association.

"Courtesy on the part of the automobile driver demands the use of dimmed lights at night," said Mr. Lewis, "and this factor, while it contributes to the safety of passing motorists, makes it exceedingly difficult for the automobile driver to see a pedestrian walking along the edge of the road in the same direction the car is traveling. This difficulty is increased if the pedestrian happens to be wearing dark clothing. The result is that the driver is practically on top of the pedestrian before the latter becomes visible."

**Warning to Pedestrians.**  
"Walking on the left hand side of the road is just as good for the pedestrian and enables him to see the approaching automobile in time to step aside if the motorist does not see him in time to swerve."

"The pedestrian should remember that the rules of the road require the autoist to keep to the right and should contribute to the factor of safety by keeping to that side of the road which best enables him to escape the oncoming car and especially the occasional speed fiend or 'flivverboob,' who cares nothing for consequences and speeds regardless of the rights of others, for it has been truly said that whether you were in the right or not does not matter after you are in the hands of the undertaker."

**Roads Congress to Meet.**  
A certain indication that after eight years of war and upheaval the world is beginning to return to a normal state is contained in the announcement that the International Road congress, which ceased operations in 1914 because of the European conflict, is to resume its deliberations early next May at Seville, Spain. The program for what promises to be the greatest and most important conference on highway improvement ever held has just been received from the office of the general secretary in Paris.

Thousands of delegates, representing national and state governments and good roads associations in the United States, Belgium, Canada, Australia, New Zealand, China, Japan, France, Great Britain, Italy, Holland, Sweden, Denmark, Switzerland, Argentina, Czechoslovakia, Spain, Portugal, Norway, Germany, Yugoslavia, Poland, Austria, Cuba, Chile, Brazil and many other countries, will participate in the congress and exchange views and experiences for mutual benefit. English, French and Spanish have been adopted as the official languages.

### UNEARTH COIN OF YEAR 1724

Workmen Excavating Old Headquar-  
ters of General Washington Make  
Interesting Find.

New York.—Workmen engaged in excavating on the site of the mansion in Montclair, N. J., that was used by General Washington as his headquarters in the revolution found several old copper coins, one bearing the inscription, "British North America, 1724." Dr. Maurice Cohen, who now owns the property, obtained some of the coins. The workmen were moving a ten-ton boulder from one corner of the property to the site of the Washington headquarters. The boulder will bear a bronze tablet bearing a picture of the old mansion and a suitable inscription placed there by the Sons and Daughters of the American Revolution. The old mansion was razed 15 years ago.

### Indian Relics Found.

Salina, Kan.—Relics of the days when the Indians roamed the central Kansas prairies are being taken out of the sand pits east of Salina. Bones of large and unnamed animals have heretofore been found in this neighborhood, but these bones that are now being found in the sand pits are unlike anything ever seen here. The most of the specimens have large teeth, well preserved, while others are badly decayed. In addition to the bones many large bullets of lead, flattened by having come in contact with some object, are found.

### Can't Take Pets to Yosemite.

Yosemite National Park.—Visitors to Yosemite hereafter must leave Fido and Tabby at home, for no longer will the rangers at the gates be permitted to care for the pets, according to a recent announcement. In years past dogs have been "checked" at the entrances, but this practice became so general that the energies of the rangers were devoted almost exclusively to the pups and kitties.

## POWER PLANTS AT MINE MOUTH

Plan for Conversion of Coal Into  
Electric Current Where  
It Is Mined.

### IT WOULD MEAN VAST SAVING

Transportation of the Fuel Would Be  
Avoided, and Fewer Men Would Be  
Required in One Branch  
of World's Work.

Washington.—A plan for the conversion of coal into electrical power at the mouths of coal mines and transmitting the currents to the industrial consuming centers has been called to the attention of the President, Secretary of Commerce Hoover and other high officials of the government.

In proportion to its value, both in money and in heating power, coal is inordinately bulky. More than one-third of the total railroad freight of the United States is coal. On some roads in coal-producing sections coal amounts to 80 per cent of all the freight hauled. A very large portion of this coal is railway fuel—that is, coal to fire the engines which haul the trains.

Louis Brandeis, now an associate justice of the Supreme court of the United States, in his brief in the Five Per Cent case before the interstate commerce commission, estimated that when all items of cost to the railroads of buying and hauling their own coal were added, the total would be \$250,000,000. Since that estimate was made, prices and costs have increased and the railroad coal bill has amounted to \$700,000,000.

To transport coal to meet the American demand, 18,000,000 cars are employed annually and of these 2,600,000 cars are employed in hauling coal and other traffic. These figures have been filed with the interstate commerce commission.

The commission has found, in one of its investigations into the coal traffic, that approximately 97 per cent of all the coal cars return to the mines empty.

These figures give an impression of the extent to which the transportation system is burdened with the movement of this bulky material and show how much more railroad equipment would be available for general freight if the power which springs from coal could be handled in another manner.

### Power Plants at Mines.

In general outline the new plan would provide for the erection at the coal mines of gigantic power plants. The coal would be brought up just fast enough to be put into the furnaces and maintain a steady head of steam to keep the dynamos turning.

One of the underlying reasons for discontent among coal miners and therefore one of the main causes of the coal strike is the intermittency in the industry. The big demand for coal comes in the winter time; in the summer months it falls off. Coal is mined as the market calls for it. Therefore, when the demand is light there is little mining to be done. The men are thrown out of employment. The result is that coal miners work but from 165 to 210 days a year. While their wages are regarded as good their work is not steady and therefore their earnings for the year are not large.

It is the opinion of experts that the coal industry is overmanned. There are some 700,000 men engaged in it. Under the power plan, the intermittency in the work of coal miners would be eliminated. The coal would be feeding machines running steadily and not an ever-changing open-market demand.

### Fewer Men Would Be Needed.

The requirements of the power generators could be reckoned in advance with a fair amount of accuracy and the coal could be kept coming above ground regularly all the year round. Fewer men would be required to take care of this production and while the change would throw many thousands out of work it would be gradual and ultimately would result in a clear economic gain, it is claimed. Fewer men would be doing one branch of the world's work. The remainder would become engaged in other productive labor.

The first step in the plan for the electrification of the nation is the changing over of railroads from steam to electric power. The railroads cross the country in every direction and the cities and industries which consume power are built up along their tracks. Power cables would parallel the tracks, but would carry so much more power than would be required for the railways that the surplus would be ample for diversion to the cities en route. This would run the mills and factories, light the cities and furnish power for municipal traction lines.

When William G. McAduff was director general of railroads during federal control in the wartime, he said that if government control were to be permanent or even long extended his first step would be the electrification of the railroads. Some of the roads have taken the step already. Miles of the Baltimore & Ohio, the Boston & Maine, the Chicago, Milwaukee & St. Paul, the Erie, the Great Northern, the Michigan Central, the New York Central, the New York, New Haven & Hartford, the Norfolk & Western, the Pennsylvania and the Southern Pacific system already op-

erate by electricity. Benefits found are reduction in fuel cost, in maintenance cost, elimination of coaling engines, increased tonnage per train, increased speed on grades, increased reliability, reduced train crews, increased safety, reduced damage and wear on equipment, reduced depreciation on tracks and improved atmospheric conditions. Noise also is eliminated. The child of the future may not identify a railroad train as a "choo-choo."

### Electric Operation Cheaper.

All operating costs considered, the experts figure that there is a net saving of 25 per cent in electric operation of railroad trains as compared with steam. An analysis made by the Norfolk & Western railroad revealed that the fuel cost of running an electric locomotive 100 miles was \$44.95, compared with a cost of \$72.42 for a steam locomotive.

It is estimated that power can be transmitted by cable for a distance of 200 miles before the leakage makes the transmission wasteful. In many sections of the country no railroad is more than 200 miles distant from a coal mine. But in the non-coal-producing regions, the mine-mouth electrical plants would be supplemented, under the plan, by hydro-electric power plants.

The nation is rich in water power, by far the greater part of which is undeveloped. The general scheme of railroad and industrial electrification would include greater power development from the streams. Between these hydro-electric plants and the coal-consuming power plants the country could be covered with a network of power cables which would serve every purpose.

Some coal movement would continue, such as that for domestic heating, but the great bulk of the coal transported to run railroads and factories would not leave the mines. Its energy would be shipped by wire.

Such a stupendous development could not be realized in a day. It would be the work of many years, but with the forces of the government, supplemented by the support of the great industrial and railroad corporations, it might be a feasible undertaking.

### QUEER THING IN LONDON ZOO



One of the most extraordinary creatures ever seen in the London zoo has just arrived there in the form of an Albino monkey, sent from Tanganyika. Albinos are white specimens of a creature not usually white, and this is the first time on record that an albino monkey has ever been at the zoo. The exact species of the monkey is not definitely known.

### POOR ADDRESSES TO BLAME

Investigation Shows They Are the  
Chief Cause of Failure of Mail  
to Arrive.

Washington.—Recent investigations made at the request of the Department of Commerce regarding the failure of foreign mail to reach its destination resulted in the disclosure that carelessness in proper addressing of matter is responsible.

The Post Office department has been conducting a survey of conditions at the port of New York, where an average of 30,000 pieces of mail daily is received and placed upon ships for foreign-bound points, which has resulted in the discovery that illegible names and poorly printed addresses cause many letters and packages to go astray. A report of the situation has been made to the Department of Commerce.

Most of the blame is laid upon the larger manufacturers of the United States, who are the major offenders in failing to properly address their foreign mail. The report, while commending the use of addressing machines, urges that careful attention be given to their operation, particularly in the case of letters or packages to be sent overseas.

### CHAINS SON IN HOME 4 DAYS

Father Admits He "Kept Boy Out of  
Trouble."—Rescued by  
Police.

New York.—Andrew Karo, nine-year-old son of John Karo, was rescued by the police after his father had kept him in chains for four days.

According to the boy and his sisters, Andrew was forced to keep chains on night and day. When police found him he lay in a corner with a chain a yard long wrapped around his ankles and the feet secured with a padlock. Karo admitted that he chained and padlocked his son, but he said that at night the boy was released. The father said he chained the boy to "keep him out of trouble."

## Pageant of Progress

Benefit Boy Scout Band  
Auspices of Lions' Club

LEXINGTON, KY.

STARTING OCTOBER 9th  
AFTERNOON AND NIGHT

6 BIG FREE ATTRACTIONS  
Automobile Show; Merchants' Exhibit  
AND 100 OTHER ATTRACTIONS

SEE DAREDEVIL DOHERTY

## Change of the Season!

Your plans and changes for the fall and winter will not be completed without our service.

Residence rates from \$1.50 to \$2.00 per month.

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Try Us With That Next Job!  
We Print Anything Any Time  
**PRINTING**  
All Work Delivered On Time  
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## FINEST CANDIES

IN ATTRACTIVE BOXES  
AN APPROPRIATE GIFT

MISS HOLLADAY

**Ford**  
THE UNIVERSAL CAR

You Need One; Buy it Now

It Insures Health and Pleasure  
It will Increase Your Business

Buy From RUGGLES Because

You are Guaranteed Factory Prices  
You Get Service That Satisfies

Pay as You Ride

Our Time Plan Makes It Easy  
You Get Insurance With It

I AM THE FORD MAN FOR YOUR DISTRICT

**RUGGLES**  
MOTOR COMPANY  
Paris, Kentucky

Of Course the Star Prints This.  
The Wamego (Kan.) Times tells of a little boy of that city who was taking his first lesson in astronomy the other night and was very much interested in the names of the various stars and planets to be seen from the sleeping porch. Finally he asked, "Mamma, which one is the Kansas City Star?"—Kansas City Star.

Can you imagine long skirts and flapping gaiters?

## CAHAL BROS.

BARBER SHOP

4—WHITE BARBERS—4

Modern Equipment.  
Expert and Polite Service  
HOT AND COLD BATHS